

ROAD SCHEDULE.

Table with 2 columns: TRAINS, LEAVES. Lists various train routes and departure times for destinations like New Orleans, Galveston, and others.

ANOTHER TO HEAR FROM.

Mr. Ripley Says Yes; Mr. Sargent Says No. INTERNATIONAL IS NOT ON RECORD.

New Orleans Rate Situation a Peculiar One—Lone Star, However, Ready to Do Business.

The denial of General Agent Miller of the Texas and Pacific at New Orleans that his road and the Lone Star steamship line were putting in a cheap rate from New York to that city, in conjunction with the International and Great Northern, the statement by Mr. Ripley, traffic manager for the steamship line, that the rates are in effect and being used, and another denial by Mr. Sargent, general freight agent of the Texas and Pacific, places the lines interested in a peculiar attitude before the public.

Mr. Ripley is reported as saying the tariffs are on file at Washington, in compliance with the law, while information from Mr. Sargent at Dallas received yesterday in response to a telegram on the subject, is to the effect that the report is a mistake and that his road is not a party to the combination. Mr. Ripley says in addition to what is before quoted, that the matter was taken up with Gould officials, highest in authority, who made the agreement and rate themselves.

In this connection it might be stated that the interstate commerce commission law governing the making of through rates to interstate points is imperative, and expressly says that a through rate over two or more lines can not be quoted unless the connecting lines consent. If the International and Texas and Pacific are using the New Orleans rates in conjunction with the Lone Star, the approval of their officials is a record at the National capital.

No reconciliation of statements could be effected yesterday, and as the International and Great Northern has not been heard from, there is nothing definite. The Lone Star, however, is reported to have accepted freight for New Orleans at the rates quoted August 18.

NEW ORLEANS FREIGHT ACCEPTANCE. Galveston, Texas, August 21.—Just how much General Agent Miller knows about the New Orleans rates quoted by the Lone Star line is not known here. General Agent Ripley of the Lone Star line, when shown this morning's Houston Post, containing what Mr. Miller had said, declined to discuss it one way or another. But on being urged to either affirm or deny that such rates as he is reported to have quoted are in effect, said that the tariff had been filed with the interstate commerce commission and was very much in effect, all reports to the contrary notwithstanding.

"If you are offered business at New York for New Orleans at those rates, will you take it?" he was asked. "Certainly we will take it. We don't want it very bad, but we will take it because we have to."

The story is being very energetically circulated that the Lone Star is about to put ships into New Orleans. It is known that the Messrs. Hogan have been urged to send some of their ships to New Orleans, and even have had a proposition submitted to them to guarantee them against loss. But should they do this the Southern Pacific would put a ship right alongside of them at any rates they might make. It is thought that the plan which has been adopted will accomplish practically the same results as direct service, and at this time it is not thought the Lone Star people are seriously considering a direct New Orleans service.

This is the matter which Mr. Ripley positively declines to discuss. "We are very busy just now taking care of our Galveston business," and one would think they are if he took a walk down on pier 21, where the Menasha is discharging this morning.

JUDGE CLARKE'S DECISION. His Conclusions in the Nashville Ticket Scalper Cases. Judge Clarke, in issuing a permanent injunction against the Nashville ticket scalpers, says the courts have held that a contract such as that connected with the original purchase of this cheap rate ticket, is valid, and that to transfer such ticket to another is a fraud upon the common carrier. Therefore, the United States court has jurisdiction, inasmuch as all lines parties to this cheap ticket are at interest. The judge concludes his opinion with the following, which is said to cover the case thoroughly:

"My conclusion is that the plaintiffs are entitled to an injunction, as prayed for in these bills, upon the execution in each case of a bond in the sum of \$50,000, may serve to clear up the situation, and particularly point out that the injunction now allowed is operative against the defendants only in respect to the centennial low rate tickets, duly signed by the original purchaser, in ink, and not in pencil, and not by initial, but within these limits it may be well if this injunction is obeyed without indifference. It may further conduce to clear understanding to say that persons who have knowledge of this injunction are rendered amenable therein, although not parties to this suit, and it may be well if this fact is kept in mind. It is apparent enough without being repeated that the general business of the ticket scalpers is not here in question, and is not interrupted or interfered with by this injunction. It is only the scalpers' practice of dealing in the particular centennial ticket, when duly signed and executed in the manner suggested above."

KANSAS CITY, PITTSBURG AND GULF. A Celebration Will Attend Its Completion Some Time in September. Kansas City Star.

The Pittsburg and Gulf will have its own rails into Port Arthur by September 10. Only twenty-seven miles of road remain to be built and track laying is progressing at the rate of two or three miles a day. All the grading is done and the road bed is made into Port Arthur, so that as soon as the rails can be placed the Kansas City, Pittsburg and Gulf road will be made the occasion for any great demonstration.

The matter of a celebration is under consideration now and it is quite likely that some demonstration will be made. The Gulf's own rails will take a party of the Gulf's officials, invited guests, newspaper men, however, and it is probable that street parades in both Kansas City and Port Arthur will be arranged.

As soon as it reaches Port Arthur the Pittsburg and Gulf will begin sending freight through to that place. This will mean much, both to Port Arthur, to Kansas City and to the road, as the Southern export grain shipments go by way of New Orleans and Galveston. The new route will save miles and hours, both of the greatest importance to shippers right now, while every outlet for the vast grain crops of Kansas and the West is choked and swamped with business. The grain at Port Arthur will be handled by lighters and water elevators, and loaded direct to vessels for Europe.

"Some people seem to have the idea planted in their head," said President Still of the morning, "that we are not going to handle export trade until our channel is finished. That's just where they are mistaken. We will handle grain by lighters just as New Orleans does. The lighters take 4,000 bushels of wheat each. We have enough grain to vessel for Europe and inside of three or four weeks they will be loading them in the Gulf just out of Port Arthur from our own lighters and by our own water elevators."

"How about an ocean line to Mexico?" was asked. "That's all right, too. We are in hopes of having that opened within about six weeks. D. J. Hoff, the attorney, and C. L. Gennals of the Missouri, Kansas and Texas Trust company are now in the City of Mexico and will attempt to get concessions from the government and the big coffee and sugar planters so that when we open our line to Vera Cruz we can feel that it will be permanent. I have good reason to believe, from advice I have had from Mr. Hoff and Mr. Gennals, that the arrangements for return freight can be most easily made. The boats are all chartered and it only remains for the twenty-seven mile gap between Del Rio, La., and Beaumont, Texas, to be finished to open the boat line to Europe and then to Mexico."

INTO FEDERAL COURTS.

MORGAN AND MALLORY LINES MAY HAVE TROUBLE. In the Range of Possibility the Anti-Trust Law May Be Invoked Against Them.

Galveston, Texas, August 21.—Judge George E. Mann says he knows nothing of an action being brought in the Federal court against the Mallory and Morgan line for violation of the Sherman anti-trust law in trying to drive the Lone Star line out of business. He acknowledges that he has openly declared his belief that such an action would hold, but he says he has no knowledge that such a movement has been taken or is in contemplation.

"The United States authorities would be the ones to take the initiative," said he tonight to The Post correspondent, "and I have no information of their intentions."

Daniel Ripley, agent of the Lone Star line, said he had not heard of such action being taken. It was understood here that Chairman Reagan of the commission had prepared and sent to Judge Mann a statement bearing on the matter so that steps might be taken to get the matter properly before the Federal courts. The commission is understood to be very much inclined toward the belief that the matter should be pressed under the anti-trust law, but does not desire to take the initiative in the matter.

BERWICK BAY OYSTER TRADE.

One of the Chief Promoters Spends a Day in Houston. General Manager Kruttschnitt and Manager Van Vleck of the Southern Pacific, who arrived from San Francisco Friday afternoon, left this morning for New Orleans, where they will take a look at the road's terminal facilities, note the operations and return to Houston. Accompanying them was Herman Kook, general agent of the Wells, Fargo & Co.'s Express for Louisiana and agent for the company at Houma and Morgan City, La. Mr. Kook has been to San Francisco visiting the general headquarters of the company and incidentally spending a vacation at the resorts on the Pacific coast.

To a reporter for The Post Mr. Kook said that the oyster trade from Morgan City and Houma, La., now amounted to three carloads daily. The freight is shipped to all the principal points in the West and Northwest from this place and marks the growth of an industry which Mr. Kook fathered fifteen years ago.

He was then local cashier at Morgan City, La., for the old Morgan railroad. Berwick Bay was not known in the oyster business until the shipments coming from the start and grew until at the present country took oysters from Morgan City instead of going to the East. Shortly after this Mr. Kook was made express agent at Morgan City and the company finding their business overgrown, they sold out to the West and moved to Houston, where they delegated Mr. Kook to go to Houston, situated on a branch of the Southern Pacific south of Shreveport, La., to develop the oyster business and get the people there interested. The coast country tributary to Houston and the shipments coming from the market and it has gradually grown, until it is by far the main freight from that territory. When this was accomplished Mr. Kook was given the Houma station, also elevated to the general agency of the company in Louisiana.

Speaking of the recent clamor published by the Wells, Fargo & Co.'s Express, Mr. Kook said the receipts from the business had recently included the retaining of salaries. President Valentine has been considering the matter for some time, but did not decide to make the restoration until just prior to the annual meeting of the company.

Excursion from Shreveport. The Houston East and West Texas brought in 700 excursionists last night from Shreveport and intermediate points. The largest number of them went to Galveston over the Santa Fe, but a great many remained in Houston to spend Sunday. The regular train which arrives in Houston this morning will bring a large crowd in addition to those who came last night, the low rate still being in effect. The excursionists will return home Monday.

No Rebates Were Given. There is some complaint about the system of the merchants' associations in the matter of giving rebates to buyers in any particular market. The associations were organized for the purpose of diverting the trade. The idea received its inception in New York some years ago. It has been

the custom to allow a rebate amounting to the value of the buyers' railroad ticket, when a bill of goods to the extent of several thousand dollars was purchased. When the purchase fell short of this the rebate was scaled accordingly. The fund from which came the rebate is created by subscripts from the large wholesalers. The system has always worked successfully heretofore, but this season some Houston buyers complain that after purchasing the required amount of goods they were unable to get their money. The merchants have received material aid from the railroads this year in the shape of low rates.

RAILROAD EARNINGS.

Increases Shown Except by Pittsburg. Cincinnati, Chicago and St. Louis. Earnings of the Chicago, Milwaukee and St. Paul for the second week of August aggregated \$586,994, as compared with \$634,231 for the corresponding period of last year, an increase of \$52,763.

Mobile and Ohio earnings for the fiscal year ending June 30 are said to be equal to about 4 per cent on the stock. Earnings for July show an increase over last year of about \$300,000. It is expected that a good dividend will be paid this year.

Rock Island directors meet for the purpose of declaring a dividend during the latter part of September. It is reported that they will place the road on a 4 per cent basis.

The following financial statements were made public Wednesday:

	1897.	1896.	Inc.
Rio Grande Western—Second week of August	\$62,600	\$50,000	\$12,600
Denver and Rio Grande—Second week of August	148,300	135,100	13,200
From July 1—	896,200	881,500	84,700
Texas Pacific—Second week of August	118,184	95,312	22,872
Wabash—Second week of August	278,483	234,910	43,573
P. C. & S. L.	382,205	415,889	\$33,684

A LAW OF VENEZUELA.

It Grants Concessions for the Promotion of Railroad Building. Washington, August 21.—The text of the new law of Venezuela granting subsidies, etc., for railroad construction has been sent to the state department by Consul Plummer at Maracaibo. It authorized the president to grant railroad concessions for 100 years and exclusive concessions for forty years. On permanent roads subsidies may be given of 20,000 bolivars per twenty kilometers of level road, 40,000 bolivars on wavy road and 60,000 bolivars on mountain roads. On prospective roads the subsidies run from 10,000 to 30,000 bolivars per twenty kilometers. Railroad contractors must pay 20 bolivars per kilometer and must deposit 100,000 bolivars as a guarantee of completing the road. Concessions can not be transferred to foreign governments.

Mr. Callaway's History. S. R. Callaway, the newly elected president of the Lake Shore, began railroad work in 1863, as a clerk in the auditor's office of the Grand Trunk, and held various positions on that road until 1869, when he was appointed chief clerk to the superintendent of the Great Western. In 1871 he was appointed western secretary to the general manager of the same road. He was superintendent of the Detroit and Milwaukee, general superintendent of the Detroit, Saginaw and Bay City, general manager of the Chicago and Grand Trunk, president of the Chicago and Western Indiana and Bell Road, and second vice president and general manager of the Union Pacific. From 1887 to 1895 he was president of the Toledo, St. Louis and Kansas City, and in 1895 he was appointed president of the Nickel Plate.

While president of the Nickel Plate Mr. Callaway has made a decidedly good record, and he is generally considered an able railroad executive. Mr. Callaway will continue at the head of the Nickel Plate until his successor is elected.

W. H. CONNIE PROMOTED. Cleveland, Ohio, August 21.—It is announced with authority that W. H. Connie, general manager of the Lake Shore, will be tendered the presidency of the Nickel Plate railway early next week. He will succeed S. R. Callaway, who has just been made president of the Lake Shore.

Yesterday's Cotton Receipts. Houston railroads yesterday brought to the city 378 bales of cotton, the Southern Pacific leading with a total of 176 bales. The Arkansas Pass going on a good business Monday from the coast country, where a great deal of cotton is said to be ready for shipment. The receipts were:

Bales. Houston and Texas Central..... 904 Southern Pacific system..... 176 Missouri, Kansas and Texas..... 372 West and North West..... 100 International and Great Northern..... 115 Gulf, Colorado and Santa Fe..... 133 Total..... 3,728

Bonds Have Been Placed. Information has been received at the City of Mexico from Chicago that the bonds of the Mexican Southern railway have been placed by Chicago parties who are interested in the road. W. T. Pritchard, who obtained from the Mexican government the concession for the railway, declares that the company has no right to issue mortgage bonds without the written permission of the Mexican government, and that the first \$400,000 of such bonds, it is said, will be placed in the Mexican treasury under its contract of November 18, 1896. This information will doubtless create consternation among Chicago speculators, but it is reliable.

Investigating Coal Rates. Austin, Texas, August 21.—Railroad Commissioner Mayfield and Auditor Askew went to Wichita Falls tonight to take testimony in a case of alleged discrimination in coal rates wherein the Port Worth and Denver is charged with giving certain coal dealers the best of it over their competitors.

This commission this evening granted the International and Great Northern authority to adopt a rate of \$1.12 per ton for the transportation of blast furnace pitch dry in bags in carloads from Galveston to Houston, rates to intermediate points not to be higher.

Southern Pacific Valuation. Louisville, Ky., August 21.—A special to the Times from Frankfort, Ky., says: "It is reported that two or three members of the State board of valuation have fixed a value of \$24,000,000 on the franchise of the Southern Pacific company and will try to collect between \$80,000 and \$100,000 taxes from it from this and each of the four back years."

Grain For Export. The Houston East and West Texas is getting considerable grain from the Kansas City, Pittsburg and Gulf which goes to Galveston for export. One day last week the road had 100 cars, which came via Houston and over the Bay Shore line to

the Gulf port. There is a decided shortage of cars at Kansas City and that territory on account of the movement of grain, but it has not been felt in this section yet. When the cotton season gets well advanced there will be the usual demand for rolling stock that prevails every year, which will this time be increased by reason of the grain movement.

Great Crop in Nebraska.

St. Louis Republic. High officials of the Burlington say that with good weather for ten days the corn crop of Nebraska will aggregate 250,000,000 bushels, and that if good weather continues until the middle of the coming month the yield will be more, nearly 400,000,000 bushels. Nearly every crib at railroad stations, it is said, is filled with last year's corn. The wheat crop of the State is estimated at 40,000,000 bushels.

Prospects in Mexico.

City of Mexico, August 20.—Railway receipts for the second week this month show large gains over the corresponding weeks of the past year. The internal movement is very active and good crops insure plenty of freight to railways the coming season. This is a favorable feature in the present situation, for last year some \$6,000,000 had to be paid for American corn.

Railroad Earnings.

Louisville, Ky., August 20.—The comparative statement of the earnings of the Louisville and Nashville for the second week of August shows a good record made during the past six weeks. The business shows an increase over the same week of last year of \$12,085. The two weeks of August show an increase of \$103,700, while so far this year the increase is \$266,625 is shown.

Ready for Business Monday.

The Houston East and West Texas will formerly open their city ticket and passenger office at No. 403 Main street Monday with E. N. Mills, late of the Southern Pacific, in charge. A complete stock of tickets are on hand, which will enable them to route the traveling public in any direction they wish to go.

Texas Central Changes Time.

A new time card on the Texas Central goes into effect at midnight. Their morning train leaving Waco at 7:50 o'clock will depart at 8:30 o'clock, it being the only change.

Notes and Personal.

J. J. Mullane, commercial agent of the Santa Fe, returned yesterday to spend Sunday. Vice President Quinlan and Division Superintendent Lee of the Houston and Texas Central went to Austin yesterday.

Oscar H. Reed, photographer in the office of General Freight Agent Jones of the Houston and Texas Central, returned yesterday from a vacation spent in Illinois. Jo. R. Greenhill, passenger agent of the Santa Fe, leaves tonight for North Texas to be absent three or four days. Mr. Huerfano will be in charge of the office during his absence.

On Monday, August 23, the Santa Fe will sell excursion tickets to Dallas at rate of \$6.95, limited to August 30 to return. The trains leave Houston at 7 a. m. and 7:35 p. m.

The Galveston, Houston and Henderson will have in effect the \$1 rate to Galveston today. The trains leave 5:40 a. m., 5:40 a. m., 11:25 a. m. and 2 p. m. The 2 o'clock train will run special to Galveston and is expressly for the accommodation of Houston people.

FLORENCE CRITTENTON HOME.

Will Be Opened Next Week—Mrs. Yates in Charge. To the Editor of The Post.

Houston, Texas, August 1.—I beg to submit a report of the board of trustees of the Florence Crittenton Home, showing what they have done in the work since December.

Paid for lots..... \$700.00
Stadler's contract on house..... 1,350.00
Kethley & Hodge, for plumbing..... 215.00
Brick work on chimney..... 50.00
Pipes and water connections..... 175.00
Paid for charter of car..... 16.00
Abstract of title..... 4.00
Watchman and labor for painting..... 17.00
Paint for painting fence..... 1.35
Paid for filling lots..... 22.40
Total..... \$1,611.15
Outhouse and fence..... 155.00
Total..... \$1,766.15

We owe on above..... \$3,409.15
Stadler Bros..... \$239.00
Stadler Bros..... \$239.00
Total..... \$3,747.15
Cash on hand..... 115.00

Present indebtedness..... \$239.00
We have several sets of furniture and stove and cooking utensils donated, which are not included in above report. We feel under many obligations to the kind friends of this work for donations of various kinds too numerous to mention. We have employed as matron Mrs. Emma Yates of Corsicana, who comes very highly recommended by a connected Christian woman, who, we think, combines all the noble qualities for such a responsible position. The home will open next week, when we will start to work to rescue the unfortunate ones.

Mrs. Yates will have full authority to solicit and collect subscriptions for the work and we bespeak for her the respect and Christian sympathy due such a noble woman in this noble cause. There are quite a lot of subscriptions still uncollected, and the subscribers will have a call from the matron as soon as time affords. We trust they will not put her off, as we must be banking on the aid of the subscribers and start to work free of debt.

A. G. Howell, Secretary.

FOR THE FAITH HOME.

A Garden Concert and Hop at Turner Hall. The Knights of Macabees will give a garden concert and hop at Turner Hall on Thursday evening, August 26, for the benefit of the Faith Home, when the following musical programme will be rendered by Lewis' Military band:

Grand March—"Silver Trumpets"..... Giovani
Medley Selection—"Comis Fantasy"..... Rollinson
Waltz—"H. H. H."..... Fetter
Overture—"Golden Rule"..... Lavallee
Selection—"Macbeth"..... Verdi
Cockoo Polka..... "Original"
Waltz, Lancers, Two-step, Polka, Schottische.....
Part II—
Negro Melody..... "Ma Angelina"
Selection—"Tannhauser"..... Wagner
Waltz—"Nantasket"..... Fahrbach
March, from "Il Trovatore" (for cornet and trombone)..... Verdi
Overture—"A Tickle Yankee"..... Meyer
Finale—"Good Speed"..... Bernard
Waltz, Lancers, Polka, Two-step, Schottische, Waltz, "Home, Sweet Home."
Arrangement committee—H. E. Thompson, Charles Weiss, A. Kleiber.

Floor committee—H. A. Halverson, M. L. Weber, W. F. Namendorf, W. Mather.

Joseph P. Commans left Buffalo, N. Y., six months ago for Houston via New York City. Last heard from in Atlanta, Ga. Any one knowing his whereabouts will confer a favor by writing his mother, Mrs. J. Commans, 946 Main street, Buffalo, N. Y.

THE DEED OF A CRAZY MAN.

Murdered a Woman Because She Wouldn't Marry Him.

FIRE BULLET INTO HIS OWN HEAD. Poor Girl Lived an Hour After She Was Shot, Suffering Great Agony.

Dallas, Texas, August 21.—William Bowland, 24 years of age, a Dallas street car employe, shot and killed Miss Ida Kolackzaski, 18 years of age, because she refused to marry him. Bowland has been desperately in love with Miss Kolackzaski for nearly two years and has frequently tried to persuade her to marry him. This morning he drove out to her father's farm near Elm station, eight miles from the city, and told her he had come for a final answer to his proposition of marriage. She flatly refused him. He seemed dazed for a few minutes and then, quickly drawing a revolver, shot her through the back. As soon as she fell, Bowland put the pistol to his own head fired, killing himself instantly. Miss Kolackzaski lived about an hour, suffering much agony. The sheriff was notified of the tragedy and an inquest in accord with the above facts was made by Justice E. Skelton.

P. OSTOFFICE CLERK ARRESTED.

He Asserts His Innocence and Is Readily Believed. Corpus Christi, Texas, August 21.—Will Hassell, a clerk in the Corpus Christi post office, was arrested here last night by a deputy marshal from San Antonio, charged with opening and abstracting \$3000 from a registered letter that arrived in Corpus Christi on or about August 4. Hassell states that when he opened the packet containing the letter he found that the letter had already been torn open at the end. He states he is innocent of the charge and he has many friends here who believe him. He was taken to San Antonio this morning to appear before the United States commissioner. He was accompanied by his attorney, who went along to arrange bond.

TAYLOR DISCHARGED.

Court Held that He Was Entitled to the Custody of His Child. Dallas, Texas, August 21.—W. A. Taylor of Sutton county, a wealthy sheep ranchman, was released by United States Commissioner Lednum today on the charge of kidnapping his 8-year-old boy. Taylor and his wife separated a few years ago. She returned to her father in the Indian Territory. Mrs. Taylor died two months ago and the father went after his child several days ago. The boy's grandfather refused to give him up and threatened to shoot Taylor. The latter waited for a suitable opportunity and stole his son away. The boy's grandfather wired to Fort Worth and had his son-in-law arrested. Commissioner Lednum held that Taylor was entitled to the custody of his child.

Are Keeping Open.

Greenville, Texas, August 20.—Although the new prohibition law took effect today the liquor dealers are keeping open and say they will sell cold drinks. So far as heard from no one has taken out a license and probably will not, as the time for calling an election on local option in the county is so near.

Soft & Fine.

Have you looked into our Main street window at the big display of UNION LINEN INITIAL and JAPANESE SILK-ALINE HANDKERCHIEFS, so pleasing to the eyes and touch?

The Handkerchiefs are the best values we have advertised for some time. The Union Linen have narrow colored border with fancy letter worked in silk in corner. The Silk-aline Handkerchief is one of the best imitation of silk on the market. They have fancy colored borders and centers, and are cheap at 25c, yet they go

2 for 25c, or \$1.40 per dozen. Late styles in Boys' and Children's Caps, Goggles and Napkins, good values at \$1.00.

ED. KIAM.

London Purple and Paris Green. We are in position to fill all orders promptly for Paris Green or London Purple in small or large packages, and guarantee bottom prices on open orders. With the coming of another moon we anticipate a big demand for poison and would suggest to planters that it would be well not to defer ordering too long.

JAS. BUTE, HOUSTON.

BAY SHORE LINE.

SUNDAY SCHEDULE: Trains leave Houston: 6:00 a. m., for La. Port, Seaboard and Clear Creek; 8:50 a. m., 1:30 p. m., 6:30 p. m., for all points; 1:30 p. m., for Galveston. Returning trains leave Galveston: 6:30 a. m., 1:30 p. m., and 8:30 p. m., from La. Port; 8:30 p. m., and 9:30 p. m., from Seaboard; 7:30 a. m., 2:10 p. m., 9:30 p. m., from Clear Creek. Leave La. Port (Sylvan Beach): 7:40 a. m., 2:30 p. m., 7:30 p. m. and 10:30 p. m.

Garland Stoves and Ranges advertisement. Includes images of stoves and text: "Two Car Loads of Stoves now in stock, and a full line of Cooking and Heating Stoves now on exhibit. We can sell you if you need a Stove. Our No. 7 Woodland at \$6, set up in your kitchen, is the best guaranteed cheap Stove in this town. Of course we still sell Garland and Michigans, for they sell themselves. \$6 to \$75. Sole agent for Rock Island Plow Co., New Home Sewing Machines. C. L. & Theo. Bering, Jr., 610-612 Main. Warehouse 910, 912 Capitol. Phone 590. The Yellow Front Store on Main."

SAM'S SHOE STORE advertisement. Includes text: "The Biggest Cut of the Season. All Colored Summer Footwear. Men's, Women's, Boys', Misses' and Children's, must go to make room for our new stock, which is arriving daily. Come in and be fitted—bring your Children and have them fitted. You will find comfort and good wear in every pair. SHOES such as sold by us commend themselves to judicious buyers by virtue of their absolute goodness. N. B.—We have them, the latest—The Klondyke, for Men, in Green, Havana Brown and Black—better than gold. 315 MAIN STREET."

Small's Hair Renewer advertisement. Includes text: "Small's Hair Renewer. Gray hair to its youth. Beauty will thicken. The hair will grow. Cures dandruff and itching. A fine dressing. Restorer made. Small's, Nashua, N. H. All Druggists."